

# Planning and Programming Committee

## *DRAFT Potential Recommendations*

~~December 12, 2000~~

February 20, 2001

### **Performance Based Planning and Programming**

ADOT should develop, after consultation with local, regional and tribal transportation agencies, and the State Transportation Board should approve performance-based planning and programming processes for use by all transportation agencies within Arizona. All organizations charged with developing transportation priorities within the State should be mandated, by law, to use the adopted processes. The performance-based processes should be periodically reviewed and updated as condition and system requirements change. These processes should incorporate all modes of transportation and the transportation needs of all regions and all jurisdictions within the state. In addition, the processes should recognize and incorporate all publicly funded organizations involved in the provision of transportation services. The performance-based processes should include:

- Routine collection and reporting of comprehensive, verifiable data;
- Uniform performance measurements for all areas of the system, while recognizing local and regional differences in performance expectations and standards;
- Systematic forecasts of the anticipated performance outcomes of proposed expenditures; and
- Systematic periodic reporting and certification of system performance.

The performance data must measure the delivery of transportation services (the movement of goods and people) and the extent to which the overall transportation system is meeting the State's transportation needs. The goal of the measurements should be to determine the extent to which the system is moving people and goods in relation to the cost of doing so.

The adopted performance measures should provide consistent, minimum statewide standards and the performance of the system should be measured and periodically reported. The standards should recognize regional geographic and demographic differences. Adequate funding and personnel should be included in the Department's budget to cover the cost of developing and supporting the evolution of the planning and programming process improvements.

The roles and responsibilities of all participants in the transportation system (including state government, local governments, tribal governments and regional planning entities) should be clearly delineated, integrated and better coordinated. Planning, programming, and reporting processes must be integrated to ensure a sustainable and reliable system.

## **Long-range Planning Processes**

ADOT should develop and the State Transportation Board should approve a long-range (20-year) statewide transportation plan for the State. The long-range plan should incorporate all modes of transportation, the transportation needs of all regions and all jurisdictions within the state and should consider any information developed as a result of federally mandated planning ~~documents~~processes. The long-range plan should be updated annually with a major review every five years and should include greater specificity ~~in the~~regarding near term activities and ~~more~~ general direction in ~~the~~ more distant time periods.

The development of the long-range, statewide transportation plan should be in addition to any federally mandated planning requirements.

The five-year updates should incorporate a “vision” of Arizona’s future and work to develop a transportation system to meet the State’s future.

The long-range plan developed through this process should facilitate Arizona’s future, rather than direct it. The long-range plan should be recognized as a statement of the State’s anticipated requirements at the time of its adoption, but also that it is part of the ongoing, evolutionary process.

The comprehensive, long-range plan should be structured to meet the anticipated transportation needs of the State and should include the anticipated costs of implementing the plan. The plan should delineate the anticipated performance outcomes associated with its various components.

While the long-term plan should not be fiscally constrained by projected existing revenues at the time of adoption, it should specifically identify the portion that can be funded with projected existing revenues and the differences in the expected transportation system outcomes at different funding and expenditure levels. In addition, the final plan should ~~prioritize~~include specific projects and uses of the projected available revenues.

Specific projects included in short-term programs must have been identified and prioritized in the long-range plan. Projects and priorities not established using the performance-based processes shall not be included in any approved Transportation Improvement Plan.

The initial plan should be completed within two years following the ~~completion~~issuance of the Task Force’s ~~work~~final report and should reflect the recommendations and priorities identified by the Task Force.

## **Periodic Review of State Transportation Laws and Processes**

The State legislature should periodically review the State’s transportation statutes and the transportation system’s operational framework. This review should provide clear policy guidance and should recognize and incorporate changing federal laws and rules. A minimum of

changes should be made between the periodic reviews to facilitate a stable planning and operating environment.

### **Expanded Multi-modal Planning**

The Department, and all transportation agencies within the State, should continue to expand their involvement into all modes of transportation. Particular attention should be focused on the integration of the various modes to facilitate multi-modal mobility of both people and goods. The strengths, weaknesses and interrelationships of each mode should be recognized and the transportation planning processes should work to optimize each mode's strengths and minimize inter-modal conflicts.

The planning processes must incorporate a clear recognition that an effective transportation system moves people and products from their original location to their ultimate destination.

The planning processes and information collected should include data regarding private transportation providers, such as trucking lines, airlines, railroads, private transit providers and freight delivery services. The processes should also incorporate input from public safety professionals regarding system design and operations.

### **Expanded State Multi-modal Support**

The current transportation funding structure, which includes specific modal restrictions, interferes with the development of an optimally responsive transportation system. Consequently, future funding should move toward ~~more flexible~~ greater flexibility in funding ~~of~~ the overall transportation system.

~~State funding support of local transit services should be expanded and funded by permanent, reliable revenues. Specifically, funding should be increased to \$30 million per year on an ongoing basis.~~

The LTAF II program, or its successor, should be reviewed to provide greater funding flexibility among local jurisdictions to deliver transit services, especially in less densely populated areas. In addition, the expanded program should include coordination of all transit funding sources, such as K-12 bus passes, AHCCCS transportation subsidies, DES programs and others.

State assistance for transit, in the larger urban areas, should be focused on intra-regional, inter-city express ~~bus-transit~~ systems designed to meet commuter needs and reduce congestion.

### **Prioritization of Congestion Relief and Commuter Services**

The transportation planning and programming processes should prioritize activities that address existing and future commuter needs and congestion relief, especially in the large urban centers.

Specific strategies that increase the effective capacity of existing system facilities should be funded and implemented as quickly as possible. Among the specific capacity expansion strategies identified are expanded intra-regional inter-city express bus service, adaptive traffic light synchronization, identification and configuration of “routes of regional significance” to facilitate greater carrying capacity.

State funding support of local transit services should be expanded and funded by permanent, reliable revenues. Specifically, funding should be increased to \$30 million per year on an ongoing basis. State assistance for transit, in the larger urban areas, should be focused on intra-regional, inter-city express transit systems designed to meet commuter needs and reduce congestion. Additional emphasis should be placed on travel reduction programs and incentives.

The Department, after consultation with local, regional and tribal transportation agencies, shall develop and the Board shall adopt statewide standards and definitions for “routes of regional significance”. The definitions and standards shall recognize geographic differences.

A regional ~~t~~Transportation ~~i~~Improvement ~~p~~Plan shall not be moved forward without the identification of routes of regional significance and the scheduled implementation of the required standards.

### **Development of Urban Area HOT Lanes**

The implementation of a system to permit the use of existing and future high occupancy vehicle lanes by single occupant vehicle paying a toll should be rigorously examined. If it is determined, using performance-based methods, that such a system would improve overall system performance it should be implemented. Variable priced tolls should be considered as a means to optimize utilization

### **Increased Planning Support for State and Local Transportation Agencies**

Specific revenues should be dedicated to funding expanded and improved multi-modal transportation planning and programming by state, regional and tribal transportation agencies. Using a portion of these monies, ADOT should expand its support for regional and tribal transportation planning activities. The Department’s budget should be increased to provide this additional support in the form of direct planning and technical assistance as well as planning grants.

Current transportation planning within the State is insufficient largely due to inadequate funding. Additional monies should be continuously appropriated to finance expanded and improved planning practices and procedures.

### **Coordinated Land Use Planning and Transportation Planning**

State, regional and local planning entities must better coordinate their long range land use plans and their long range transportation plans.

Local land use plans must consider state and regional transportation plans, especially with respect to future transportation system corridors. In turn, state and regional transportation plans should recognize local land use plans. Where appropriate, these plans should also incorporate air quality measures.

There should be public disclosure of the expected impacts of major public and private land use activities (including either commercial or residential development) on the expected performance of the transportation system. Local government should be required to notify the Department of large proposed land use changes. The Department should conduct a preliminary evaluation of the impact of the proposed change on the transportation system. If the impact is initially determined to be potentially significant, the local agency responsible for approving the change shall be responsible for funding a comprehensive evaluation of the impact of the proposed change on the future performance of the transportation system to be conducted by the Department. Based on the comprehensive evaluation, the local approving agency shall be responsible for developing any transportation system improvements necessary to mitigate the expected impacts of the proposed change utilizing either its own monies or monies derived from the proposed development. If the approving agency fails to effectively mitigate the expected impacts, the Department, at the direction of the State Transportation Board, shall undertake the required improvements and withhold sufficient state shared transportation revenues to cover the costs of the improvements.

A system of transportation system development fees should be authorized to provide an equitable source of funding these required transportation system improvements.

The coordination and consideration of the overlaying transportation system plans and land use plans by all affected jurisdictions will increase the usefulness and benefits of those plans and will help avoid unintended conflicts in the future.

A regional transportation improvement plan shall not be moved forward without appropriate land use coordination.

All future major transportation projects should include planning for utility corridors adjacent to transportation corridors.

The authority of ADOT to acquire future right-of-way should be expanded and extended.

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